

**21.—Debt and Interest Charges of Canadian National Railways (Including appropriations for Canadian Government Railways), 1919-1926—concluded.**
**INTEREST.**

Calendar Years.	Accrued During Year.			Increase During Year.		
	Due to Dominion Govt.	Due to Public.	Total.	Due to Dominion Govt.	Due to Public.	Total.
	\$	\$	\$	\$	\$	\$
1919.....	9,596,581	23,599,687	38,196,268	3,517,851	669,715	4,187,566
1920.....	14,846,832	31,065,318	45,402,150	4,750,251	2,455,631	7,205,882
1921.....	20,966,782	34,476,014	55,442,796	6,619,950	3,420,696	10,040,646
1922.....	24,912,876	34,652,324	59,565,200	3,946,094	176,310	4,122,404
1923.....	30,157,944	35,041,380	65,199,324	5,245,068	389,056	5,634,124
1924.....	31,271,043	38,361,704	69,632,747	1,113,099	3,320,324	4,433,423
1925.....	31,450,382	40,438,235	71,888,617	179,339	2,076,531	2,255,870
1926.....	32,090,454	39,197,233	71,287,687	640,072	-1,241,002*	- 600,930

\* Interest on 4 p.c. Grand Trunk Pacific debentures reduced by \$1,046,378, under agreement with bond holders.

**22.—Analysis of the Increase in the Debt of the Canadian National Railways, calendar years, 1919-1926.**

Calendar Years.	Interest accrued during year.	Deficits including accrued interest.	Increase in Principal of Debt.	Debt Increase applied to		
				Interest not paid by operating revenue.	Operating Deficits.	Capital Expenditure. <sup>1</sup>
	\$	\$	\$	\$	\$	\$
1919.....	38,196,268	55,358,075	102,149,779	38,196,268	17,161,807	-
Deficit of C.G.R.....	-	-	7,133,296	-	-	-
			109,283,075			53,925,000
1920.....	45,402,150	80,478,828	145,644,048	45,402,150	35,076,678	-
Deficit of C.G.R.....	-	-	9,778,070	-	-	-
			155,422,118			74,943,290
1921.....	55,442,796	69,366,589	132,921,255	55,442,796	14,423,793	63,054,666
1922.....	59,565,200	57,960,097	59,327,819	57,960,097	-	1,367,722
1923.....	65,199,324	51,097,375	116,053,186	51,697,675	-	64,335,511
1924.....	69,632,747	54,860,419	118,899,186	54,860,419	-	64,088,767
1925.....	71,888,617	41,444,764	63,630,126	41,444,764	-	22,185,362
1926.....	71,287,687	29,701,445	31,332,356*	29,701,445	-	1,630,911
<b>Totals.....</b>	<b>476,614,789</b>	<b>441,367,892</b>	<b>786,849,121</b>	<b>374,765,614</b>	<b>66,662,278</b>	<b>345,481,239</b>

<sup>1</sup>Includes cost of new lines and equipment (other than renewals), additions and betterments, discounts on bonds issued, investments in miscellaneous properties, working capital, etc.

\* Allowance is made for deductions of \$14,944,870 capital expenditure on the Hudson Bay railway retransferred to the Government of Canada during construction, \$301,019 deficits of the same railway and \$4,196,544 surplus of Canadian Government railways transferred to the Dominion Government, also additions for improvements and betterments, etc., making a net deduction of \$16,523,270.

### III.—ELECTRIC RAILWAYS.

The cheap and reasonably rapid conveyance of human beings is a necessity of modern urban life and is supplied throughout Canada by the electric street railway, generally operated by the development of the water-powers which are so important a feature of Canadian economic life.

**Historical.**—Replacing the horse car systems, used in Montreal and Toronto as early as 1861, electric street railways were first seen in operation in Canada in 1885, when a successful experimental railway was constructed and operated at the Toronto Exhibition grounds. Before many years their safety and con-